

SAND BARS FORMING AGAINST THE ST. PAUL.

Captain Jamison Made the Significant Discovery Yesterday by Soundings.

The St. Louis Passed Her Last Night, and the Sister Ships Exchanged Signals.

FUTILE ATTEMPT TO FLOAT HER.

She Must Be Unloaded and Stripped, and if That Fails, Heavy Seas Will Be Waited for to Take Her Off.

The St. Paul is still ashore. While the wrecking masters are unloading her and waiting for a high sea the waves that are continually breaking against the port side of the ship are washing a sand bar up against her. Captain Jamison discovered yesterday from soundings that this bar had risen over a foot in many places along the ship since Saturday. The sand is also piling up around the stern, and if there are many more delays in attempting to move her it is likely that her rudder and propellers will be partly buried in sand. The ship is only about 900 feet from the shore, and the water is fifteen feet deep on her starboard side. As she lies almost parallel with the shore, she will have to be hauled a distance of three or four times her length over the mud and sand before she reaches deep water.

A few minutes after 8 o'clock last even-

Merritt, of the Merritt Wrecking Company, who has charge of the work, was interviewed on this point yesterday over the telephone which has been rigged up aboard the St. Paul and connected with the Long Branch central office. In answer to a question he said:

"There is no unnecessary delay. The ship is resting easily and is in no immediate danger, so the work of preparing for floating is being carried on carefully and without haste. At every high tide two or more tugs have hauled on the cables and the keel anchor has been used to assist in the work. This was done more to keep the ship steady, and in her present position that is all that is required. A number of the men were brought to New York on tugs yesterday, and the rest will leave the St. Paul as soon as the St. Louis is ready for them."

The \$1,300,000 of gold on the St. Paul was not taken off yesterday. It will be kept on the vessel until it is considered absolutely necessary to take the treasure off.

GOLD STILL ON BOARD.

Owners of the Kegs of Precious Metal Somewhat Anxious—St. Louis to Sail in St. Paul's Place.

Bright and early yesterday morning the passengers on the St. Paul went to the American Steamship line's pier at the foot of Fulton street and secured their baggage.

left the St. Paul at 9 o'clock this morning on board were well. There is absolutely no danger of the ship in her present position. She could remain where she is for months without causing any fears as to her safety. In fact, she is just as safe as a house in a dry dock.

CLEMENT A. GRISCOMB,
President International Navigation Company
Operating the American Line.

Clement A. Griscomb, Jr., supplemented this statement of his father's with the declaration that the vessel was in no danger of being injured by a storm. "If the wind should shift to the eastward," said he, "Captain Merritt, of the Wrecking Company, assures us that he will have the ship off the shoals by Wednesday. I wish to deny the published statement that one of the sailors was taking the soundings when she grounded. An officer was attending to that duty, as usual. As to any investigation that is to be made, we are convinced that Captain Jamison will be able to clear himself of all blame. The St. Paul had about one thousand tons of freight on board and over half of it has already been removed in lighters."

It was reported yesterday afternoon that at the solicitation of the directors, Captain Jamison had made an official statement of the accident and its causes, but Vice-President Wright declared that if any statement had been made it would not be given out for some days. President Griscomb returned to Philadelphia yesterday afternoon.

Secretary D. A. Nash, of the Board of Ship Commissioners, showed a Journal reporter by the chart that if soundings had been taken often enough, the vessel would not have run aground.

NO EVIDENCE OF FRAUD.

Justice Beach Refused to Set Aside Thomas Grogan's Conveyance of Property.

Justice Beach decided yesterday against Charlotte W. Grogan, granddaughter of Thomas Grogan, in the Supreme Court, in her suit to set aside her father's conveyance to John McE. Davidson, in March, 1872, of property at the northwest corner of Seventh and Forty-second streets.

His widow and his son, Edward T., survived Thomas Grogan, who died in January, 1888. The elder Grogan owed \$57,000 to Davidson, principally for money loaned. Edward T. Grogan, before he died, in January, 1877, conveyed his interest in the property to Davidson. Charlotte W. Grogan, who was an infant at the time of her father's death, declared that fraud and conspiracy had been employed to per-

suade the father to make the conveyance to Davidson.

Justice Beach says that he can find no evidence of fraud. After the lapse of twenty years, he says, Davidson's title cannot be attacked, especially in view of the surrounding circumstances. The disputed property was famous as the resort of Boss Tweed and his friends.

PUPILS OUT, PARENTS ANGRY.

Westchester School No. 1 Will Be Closed a Month for Repairs.

The closing of School No. 1, on Second street, West Chester, for one month, to make repairs, has caused bitter complaint among the parents of the pupils. There are nearly four hundred boys and girls who have been shut out by the Board of Education's order. A room has been engaged for the graduating class in the former West Chester Hospital building.

The taxpayers complain that the repairs should have been put off until July vacation. They say that the school was closed for one month, and that the children during the repairs. During the next thirty days several stone columns and iron girders for additional supports will be put in, and the classrooms kalsomined and metal ceilings substituted for ordinary plaster.

A recent visit of the building inspectors is said to have brought about these repairs.

TO REPEAL THE CHARTER.

Attack on the Southern Pacific Company in the Kentucky Legislature.

Frankfort, Ky., Jan. 27.—Senator Goebel's bill repealing the charter of the Southern Pacific Company has not yet been returned in printed form, but will probably come in tomorrow, when it will be referred to the Committee on Railroads, of which Senator Goebel is himself a member. The bill is to be advanced rapidly, and may be put on its passage in the Senate early next week.

It is said the road will make a strong fight to defeat the repealing measure, but the indications are that it will pass the Senate easily. The difficulty it is most likely to encounter in the House, where it may be blocked on account of the overshadowing political complications in that branch.

Two Truckmen Badly Injured.

Two truckmen were badly hurt in the lower part of town last night. One of them, a man named John Smith, was struck by a horse-drawn wagon and thrown from it. The other, a man named John Jones, was struck by a street car and thrown from it.

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From present indications she is likely to remain fast in the mud and sand for days to come. Although it has been reported that the ship has been moved a few feet during each of the high tides of the last three days, the fact is that the tugs that were hauling on her stern have only budged her once, and that was early Sunday morning, when she was with great effort dragged backward about 100 feet. Three attempts made since then have resulted in nothing.

SUE MUST BE EXPIITED.

A hope of getting the big vessel off with her cargo on board had been given up, and that no further concerted effort to move her would be made until she has been emptied and stripped of all her heavy trappings.

After a futile attempt at 5 o'clock yesterday morning to haul the vessel farther out to sea the task was given up as a hopeless one, and the tugs slackened hawsers and anchored about the ship to wait for a more favorable opportunity. Within two hours the St. Paul was surrounded by lighters which made fast to her sides, and the work of unloading her cargo was begun. Quantities of baggage and perishable freight had already been taken off and lightered to New York, but in the work of yesterday the object was to lessen the ship's weight by whatever means and as quickly as possible.

All of the boats except two were taken off and started in tow for New York. Even the heavy iron davits on which the boats hung were unmoored and lowered to the lighters. At the rate the unloading was carried on yesterday the St. Paul should be made as light as it is safe to make her by this afternoon. If the work is completed to-night a supreme effort will be made at high tide to-morrow morning to float her. If this effort fails, the St. Paul will have to remain where she is, within almost a stone's throw of the beach, until a high sea comes to the assistance of the wrecking masters, who have charge of floating her. Rough weather is the last hope for the St. Paul.

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IVORY SOAP

99 1/4% PURE

The muddy tinge of shirts, handkerchiefs, napkins, and table cloths just from the wash, is often from the poor soap. It will cost little, if any more, to have them washed with Ivory Soap.

THE PROCTOR & GAMBLE CO., CHICAGO

will be held in the house to-morrow, and on Thursday there will be a memorial service in the Episcopal Church, after which the body will be deposited in a vault pending the decision of President Cleveland whether it shall be conveyed to the United States on board a warship or be taken to Newark by private means.

All of the foreign Ambassadors and other officials of the German Government have inscribed their names and residences in the visitors' book at the Runyon residence. The Emperor drove to the house this morning and left his card.

Mr. J. B. Jackson, First Secretary of the American Embassy, is in charge of the Embassy.

The State Department Notified.

Washington, Jan. 27.—The State Department was officially notified of the death of Ambassador Runyon in a dispatch received this morning from John B. Jackson, First Secretary of Embassy at Berlin.

Secretary Olney, after consulting with President Cleveland, sent a message of condolence to Mr. Jackson, to be conveyed to Mrs. Runyon and the members of her family. This is about all the ceremony that will be observed in the matter, except that telegrams of sympathy will probably be exchanged between Emperor William and President Cleveland.

It is said at the State Department that no request has been made by Mrs. Runyon for a war vessel to convey the remains of her deceased husband to America. Should such a request be made and granted, con-

Berlin, Jan. 27.—United States Ambassador Theodore Runyon, who died suddenly from heart failure at 1 o'clock this morning, was apparently in excellent health and spirits yesterday.

The Emperor and Empress have sent

him a letter of condolence, and the Emperor and Empress have sent

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WALTZED WITH HIS WEALTH.

Mugford Said His Wife "Couldn't Get a Small of It"—She Sues for Separation.

Mrs. M. H. Mugford, whose family troubles have attracted public attention, began a suit for separation from Henry L. Mugford, in the Supreme Court, Brooklyn, yesterday. It is only a few days ago since Mugford was fined \$20 for striking his wife.

Mrs. Mugford was a rich woman when Mugford met her several months ago, and he himself possessed African houses. He was a widower. The pair were married after a brief courtship. They separated after living together for a month. Mrs. Mugford alleges that her husband put arsenic on bread and distributed pieces from the table and under the table, and that what would happen if some of it dropped into a cup of tea.

Mrs. Mugford alleges other acts equally cruel, and says Mr. Mugford caused her to be brought into court and accused of infidelity. Frequently, she says, the old man annoyed her by gilding around in a wait step, while he furnished bank checks and declared that he had money to consume. "And you can't get a small of it," he would add.

Again Mrs. Mugford says her husband would talk scenery and give living in a fine house was too costly and she would have to hire a cheap furnished room.

JACKSON OUT; BRADLEY IN.

The Ex-Superintendent of the Railway Mail Can Remain.

Victor J. Bradley took charge of the Second District railway mail service yesterday, superseding R. J. Jackson, who has held the position for about thirty-two years.

The district includes the Middle Atlantic States, has about nine hundred postal clerks, and the superintendent directs something like two thousand postmasters from his headquarters in the Federal Building.

Mr. Bradley was promoted to his new office from Station H, in this city. He was master-general of the Western Union telegraph company for many years, and is now sixty-six years of age, can remain in the service as Mr. Bradley's assistant if he desires. After leaving the office to his successor yesterday Mr. Jackson said that he was awaiting further instructions from the Postmaster-General.

It is said that the Postmaster-General has been waiting for further instructions from the Postmaster-General. He thought it wise to accept the assistant superintendency in order to give him an opportunity to vindicate himself.

He said he felt unwilling to believe that either the Assistant Postmaster-General or Mr. Wilson fully understood the situation and must have been misled by false or perverted statements, which led to his removal.

HOTEL BRUNSWICK'S DEBTS.

Josiah H. Baker Appointed Temporary Receiver by Request of the Directors.

Josiah H. Baker was made temporary receiver of the Hotel Brunswick by Justice Trux in the Supreme Court yesterday at the request of a majority of the directors appearing in dissolution proceedings. Richard H. Southgate, Francis Kintner and Rebecca B. Mitchell, the present trustees, said that the outstanding debts, which could not be met, aggregated a large amount, and that many of the creditors had threatened to sue. They said that the balance sheet of the hotel was as follows:

Capital stock.....\$400,000.00
Assets payable.....\$3,000.00
Bills payable.....25,841.08 of Mitchell's
Total payable.....\$3,025.08
Available assets.....\$29,154.97

Apparent deficiency.....\$145,203.24
The stockholders and their holdings are as follows:

Richard H. Southgate.....Shares.....\$44
Francis Kintner.....".....\$44
Rebecca B. Mitchell.....".....\$44
J. L. Bradley.....".....\$44

Justice Trux ordered Receiver Baker to give a \$50,000 bond and to deposit all funds with the Receiver. He named Albert B. Boardman as referee in the dissolution proceedings. Receiver Baker's bond was furnished by the American Surety Company.

Ended His Life with a Bullet.

Riverhead, L. I., Jan. 27.—Jacob Leblen, aged forty-five, killed himself in his home, on Main street, some time during the night by shooting himself through the head. His body was found this afternoon by Mrs. Daniel Reeves, with whom he lived. Leblen leaves a widow and several children, and is thought to have been demented.

She Failed to Stop the Burglar.

A sneak thief entered the residence of Mrs. Henry Meyers, No. 208 Montross road, West Hoboken, N. J., yesterday, and stole two diamond rings, a gold watch and chain and \$100 in cash. Mrs. Meyers heard the fellow enter, but she did not stop him, but he dashed out of the house and escaped.

Boston Barbers Exclude Women.

Boston, Jan. 27.—The Journeymen Barbers' Union, of this city, at its meeting yesterday defeated by a large vote a resolution after an hour's debate, a motion to admit women as members.

West 14th St.

COWPERTHWAIT'S

"RELIABLE" CARPETS

"Good taste is the flower of good sense."—POPE.

Good sense the branch—good taste the blossom. We never have a branch that does not blossom. In choosing carpets here, good taste is forced on you, for we have none else but tasty patterns.

Two other inducements: The late low prices; "Our Long Credit" arrangements for payment.

Prices on Furniture, Rugs, Clocks, Pictures, etc., cut down to make room for Spring stock.

CASH OR CREDIT

COWPERTHWAIT & CO.

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